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man, what a coal ticket is, who attends to the waybilling of outbound cars, the collection of charges on inbound cars, who keeps a record of the movements of cars, one will find it in this work. One can even learn here the duties of ushers, gatemen, and announcers, and learn that the forces of the custodians of a terminal station consist of "marble, window, general, and driveway cleaners, scrubwomen, and elevator operators."

If one, however, seeks an analysis of the types of railway organization, their principles, the reasons lying behind them, their advantages, disadvantages, and the problems connected with them, or a discussion of the methods by which the central management establishes control over operations, one will be disappointed. It is true that division and departmental (military and functional) organizations are briefly discussed, and one learns that the freight-traffic department may be organized primarily on a territorial basis, or primarily on a character-of-traffic basis. Some controlling devices, such as enginemen's performance sheets, individual locomotive records, shop operation reports, and statistical control in the freight-traffic department, are also briefly discussed. The discussion, however, is exceedingly brief and is descriptive rather than analytical. Less than a page and a half are given to the interesting and important unit system of the Harriman lines.

The book is condensed, but comprehensive, covering practically every position in railway organization from initial construction to inventorying for valuation.

Is War Diminishing? A Study of the Prevalence of War in Europe from 1450 to the Present Day. By FREDERICK ADAMS WOODS and ALEXANDER BALTZLY. Boston: Houghton Mifflin Co., 1915. 12 mo, pp. [xiii]+105. \$1.00 net.

In the introductory chapter of this book Dr. Woods insists upon the need of a scientific study of war—its nature, its causes, and more particularly its prevalence at different stages of history. Our pacifists, he complains, assume the advantages of peace, and pretend, without showing adequate evidence, that peace will more and more supplant warfare. Nor are the champions of militarism much less content with preconceptions and idle generalizations.

The body of the book attempts to supply tangible evidence on at least one point: has the prevalence of war diminished among the principal European countries during the last five or six centuries? The labor of compiling this evidence has fallen largely to Mr. Baltzly. The result is a careful statement of the years of peace and the years of war in the history of each of the nations considered. At the end of the volume a series of historical charts makes the results of the compilation visible. The authors conclude that their data do not demonstrate any very decided abatement of warfare, especially among the stronger powers.

It must be insisted, however, that the significance of war cannot be tested simply in terms of duration. There may be a vast difference of import between

lingering dynastic quarrels and violent conflicts of whole nations; or between wars tantamount to the policing of savage tribes and wars that engulf half of civilization. In the diagrams here under review Gordon's Soudan campaign counts in English history as the equivalent, year for year, of the present European war. No further comment is necessary to show the inadequacy of such an analysis. Perhaps, after all, this book will achieve its most useful result by showing how far we fall short of that adequate objective knowledge upon which alone, in Dr. Wood's contention, discussion of militarism and pacifism can probably be based.

The Purpose of History. By FREDERICK J. E. WOODBRIDGE. Columbia University Press, New York, 1916. 12mo, pp. 89. \$1.00.

This little book comprises three lectures delivered by Professor Woodbridge at the University of North Carolina on the McNair Foundation last spring, and is a summary of the conclusions he reached after much reflection, especially upon the writings of Bergson, Dewey, and Santayana. The line of thought is suggested by the titles of the succeeding chapters: "From History to Philosophy," "The Pluralism of History," and "The Continuity of History." Taken as a whole, we have here an eminently scholarly treatment of history from the philosophic viewpoint, an attempt to formulate an adequate conception of the true purpose of history through considerations of historical facts as "careers in time." Lifting history above the plane of being a mere portrayal of events, Professor Woodbridge establishes the concepts of history, first, as a conserving of what has happened in the past that it may be understood and appropriated; then, as a completing of what has begun in the past, the conversion of the possible into the actual. Man makes progress because he can conceive what progress is, and can use this knowledge as a standard for selection in his conduct; hence the true purpose of history is "so to use the materials of the world that they will be permanently used in the light of the ideal perfection they naturally suggest."

History of the Working Classes in France. By AGNES MATHILDE WERGERLAND. Chicago: The University of Chicago Press, 1916. 12mo, pp. vi+136. \$1.00.

This interesting little volume is a reprinted review of E. Levasseur's *Histoire des classes ouvrières et de l'industrie en France avant 1789*. It gives only passing notice to that part of the work which deals with the Roman period; beginning with conditions after the fall of the Roman Empire, it traces the workers and their problems down to the eve of the Revolution. Special care is taken to bring out the economic significance of the numerous societies of workers, as investigated by M. Levasseur. At intervals through the essay attention is called to sections in the *Histoire* giving further illustration of the points covered. It is an interesting piece of work and well written.